

Grain

*Make Your Plans
Today to Attend
Your Convention in
Minneapolis, June 9-11*

Interest High In SOGES Convention

Fort William-Port Arthur: President Percy C. Poulton issues special bulletin to Canadian members of the Society with instructions on how to obtain funds and permission to cross the border. Should any Canadian superintendent, manager or grain trade supply man who did not receive one of these bulletins desire one, a note to The Society of Grain Elevator Superintendents, Board of Trade, Chicago, will bring a copy post haste. Meanwhile the nucleus of a strong Canadian delegation is already reported from the lake head ports.

Buffalo: Mr. Edward E. Fraenheim, Jr., Buffalo Forwarding Corp., is all set to tell about the new automatic power shovel he has perfected. (He has a patent pending on this invention.) Quite a few managers are expected in addition to the Buffalo Superintendent members.

Chicago: The Chicago Chapter vows it will have a 25% greater attendance at Minneapolis than Kansas City and 50% more new members.

Kansas City: This division of the Society is outstanding in their use of "blitz" tactics. Secretary "Jim" Kier reports that should it be necessary they will land by parachute.

Omaha: Charlie Walker has not reported yet, but a good delegation is expected from the Cornhusker state as they will probably be the hosts to the Society next year and are expected to issue invitations at the Minneapolis Convention.

Minneapolis: Program plans are progressing very satisfactorily and should be completed by the end of the month. The Managers and Superintendents are holding a joint meeting on the 29th to make final plans. They promise the finest Convention the SOGES has ever had, and also extend cordial invitations to all Superintendents not in Chapter organizations to come up and meet the boys.

No Whoopee Allowed!

PEOPLE used to associate conventions with drinking, stag parties, silliness, fights and general rowdiness, but have you noticed how the attitude has gradually changed?

Conventions are now smart business. No, men no longer spend a fortnight at a convention—they can't. Rather they attend for a few days, finish their business, get ideas and contacts and come home and burn up their office with progress—rather than the hotels with liquor.

There's fun, yes, but its good old-fashioned comradeship and the joy of learning otherwise unattainable things. As for expenses, just check the budget of your smart neighbor sometime. You'll be surprised!

The man who falls down gets up a lot quicker than the one who lies down.

Convention Preview

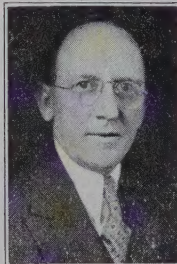
COMMITTEES under the general chairmanship of Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis, Minn., are busy now with preparations for the twelfth annual convention of the Society of Grain Elevator Superintendents, to be held at the Radisson Hotel, Minneapolis, June 9-11. Chairmen of the committees, all members of the Society's Minneapolis chapter, include: J. R.



President Percy Poulton and First Vice President Paul Christensen (above), Jack Coughlin and Malcomb Noxon (below).



Coughlin, Brooks Elevator Co.,—Program; J. A. Mull, F. H. Peavey & Co., and E. S. Ferguson, President of the Minneapolis Chamber of Commerce,—Operators; Malcolm Noxon, Ralston Purina Co.,—Entertainment; Pat Bohan, Searle Grain Co.,—Reception;



Chapter Secretary Jim Auld and Chapter President Maynard Losie.

James Auld, Belco Elevator Co.,—Finances; F. Maynard Losie, Hallet & Carey Co.,—Transportation; George L. Patchin, Appraisal Service Co.,—Associates; and Vincent Shea, Van Dusen Harrington Co.,—Publicity. Grover Meyer, of the Kansas City (Mo.) Power & Light Company, will perform his usual duties as head of the Allied Trades' Party.

Work on the three-day program, which will include a number of technical discussions and a session de-

voted to safety work, is progressing rapidly. Plans are also being made for machinery and equipment exhibits.

Richard E. Miller, Northwestern Miller,
Chairman, Publicity Committee

Visitors Cordially Welcome

"PLEASE assure everyone interested in attending our Society's convention," writes Minneapolis Chapter President Maynard Losie of Hallet & Carey Company, "that they all will be most cordially welcome to attend our meetings.

"Every year we have quite a sizeable group who, something like Julius Caesar, they come, they see, and they join. Make your plans to attend today, for we want to show you what a swell association we have—to say nothing of our tip-top elevators here in the Twin Cities."

Hotel Reservations

"IT IS important that as many hotel reservations are made in advance as possible," says General Convention Chairman Paul H. Christensen of Van Dusen-Harrington Company. "This relieves much of the pressure of last minute scrambling and assures prompt and efficient handling of all needs."

Write Paul in care of his company at the Chamber of Commerce and he'll see that the rest is done the way you'd like to have it. B-U-T do it today!

Radisson to Take Canadian Money at Par at Convention

PERCY POULTON writes that the Radisson Hotel, headquarters for the S.O.G.E.S. Convention, will take Canadian money at par from Canadian delegates to the Minneapolis Convention.

Also Mr. Poulton strongly urges all Canadian members to read and follow the advice given in the recently issued bulletin on the rules and regulations for getting across the border. The necessity of taking plenty of time to deal with the subject is imperative, otherwise little or no trouble should be had by anyone.

MAY WE REMIND YOU ONCE AGAIN?

ONE of the largest fires in the grain industry was probably started by a careless smoker. The fellow who smokes in an elevator can be compared to the zany who put himself between the rear-end of a mule and the rim of the Grand Canyon.

Also be sure the safety device on your manlift is working correctly—too often it isn't. Overload protection on belt-type manlifts is commendable if not mandatory. A magnetic switch equipped with time element overload relays will do that job cheaply and safely.

Editorial

HEADED TOWARDS WHAT?

MORE important to the United States than the hypothetical value of the St. Lawrence Seaway is the ever-growing encroachment of the government upon private ownership of public utilities and, ultimately, upon all private ownership.

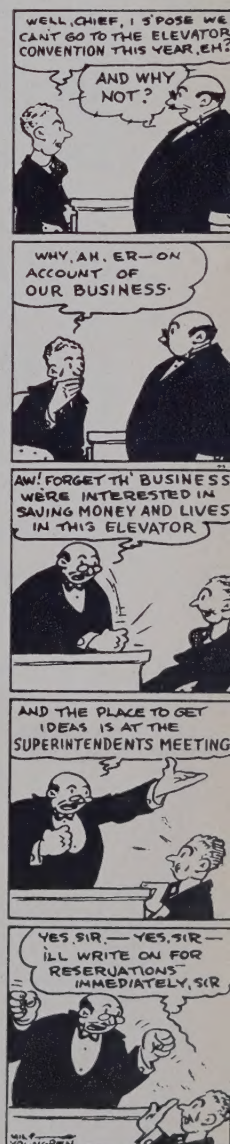
Were the point ever to be yielded that the government should control electric power production, it is inevitable that there would be further acquisitions of power beyond the present bounds of accepted federal jurisdiction. These further acquisitions would be comparatively easy, for their legality would be based on the precedent of the first case.

One can see here how people living under a representative type of government must be wary in order to carry out their functions of citizenship properly and to their own interest. Electric power companies, water companies and the railroads have been run by the government, but this usurpation of private right was excused by the term "unique circumstances."

The T.V.A., the proposed and finked out Passamaquoddy, the Pacific Northwest projects, Boulder Dam and adjuncts, and scores of other projects have been given constitutionality. With each concession of private rights, the defense of those rights becomes more difficult. The left wing attack has begun! Nine years ago!!

Government control of the St. Lawrence Seaway, and specifically the contemplated power and industrial projects along it, would put a strangle hold on the necks of the most vital industrial section of our country. Government power projects and industrial schemes on the St. Lawrence would set the stage for a legal onslaught on every public and semi-public common carrier and common service company in the country and ultimately on all business. Still further, control of the seaway would immediately put a blackjack over the heads of those who could most effectively oppose the subjection of business.

Bad as the economic waste, the holding up of our defense program, the complete destruction of the eastern grain trade, the ruination of lake shipping, further blows to the railroads, the dissension created, the upsetting of whatever semblance of economic balance the country still maintains and a hundred other evils seem, they are not as perilous to the law and faith we live by as the insidious and absolutely purposeful machinations of the head of this United States of America and his powerful disciples (or, possibly, teachers) to change our form of government.



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BOARD OF TRADE BUILDING
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CHICAGO

April 11, 1941

Mr. John D. Bolton
20 North Wacker Drive
Chicago, Illinois

Dear Mr. Bolton:

We hereby acknowledge your letter of April tenth with regard to your waterproofing of the Calumet Elevator.

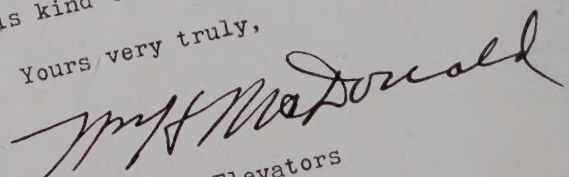
Up to this writing the work that you did has been very satisfactory. The fact that you guaranteed it over a period of years was conducive to our engaging you and is evidence of the confidence you have in your restoration work on concrete structures.

Waterproofing heretofore has been a failure in many instances, apparently due to a lack of understanding of the proper material to be used and of the application thereof. The proper preparation of the surfaces, we contend, is essential in order that the waterproofing material is enabled to penetrate, thus creating a bond that will resist both the elements and any and all conditions that the structure would be subjected to such as expansion and contraction.

We observed that painstaking efforts were made by you to properly prepare the surface of the concrete before applying your treatment. We believe that your methods are far in advance of others in this unknown field with whom we have had experience.

We will be glad to show our elevator to anyone interested and to tell them what we know of this kind of work.

Yours very truly,


Manager of Elevators

Another Attempt to Force Grounding of Legs

IN a detailed 46-page advance report of the recommendations to be brought in and voted upon Wednesday morning by the 46th annual convention of the National Fire Protection Association at Toronto on May 12-16, the binding together of all buckets on elevator legs is again proposed. The regulations adopted by this association are in turn usually made a part of the fire and insurance regulations of states, provinces, cities and towns throughout North America, thus the ramifications of this proposed report is obvious.

While Mr. C. J. Alger, Corn Products Refining Company, Argo, Ill., Chairman of the Dust Explosion Hazards Committee of the Corn Industries Research Foundation and President of the Chicago Chapter of the Superintendents' Society, is a member of this Committee on Static Electricity and has been successful in blocking passage of this provision heretofore, it is now important that he be armed with as many protests from actual operating superintendents as it is possible to obtain. So whether you are a member of the Superintendents' Society or not, please read over the following and write him your protests for presentation AT ONCE! Otherwise you're apt to have something to live with that will be more bothersome and less useful than the seven-year itch.

We give you herewith parts of the lengthy report as it pertains to the grain handling industry—more than simply the objectionable section.

1. Definition

THE term "Static" . . . is used in its commonly accepted meaning, namely, the type of electrical charge resulting from separation of materials, friction or similar cause and particularly where it constitutes a fire or explosion hazard.

The generation of static can neither be prevented nor is it practicable to attempt to do so. Its generation is not in itself a hazard. The hazard appears when static accumulates to the extent that a spark discharge may occur. Where such a spark discharge occurs in accumulations of flammable materials, it may cause a fire or explosion. Eliminating the static hazard therefore calls for preventing its accumulation rather than its generation. Humidification, grounding and neutralizing prevents the accumulation, but in no way prevents the generation of static.

Experience has shown that static is a more acute hazard in the winter than in the summer months. In winter the relative humidity indoors is low, which tends to dry all surfaces and make them poor conductors. Consequently, the static which is generated accumulates on the generating surfaces until the potential is high enough to break down the intervening air gap with a resultant spark.

In summer, however, the relative humidity is high and, as a result, all surfaces are usually covered with an invisible film of moisture which makes them relatively good conductors. This principle is used in certain industries to decrease the static hazard by intentionally increasing the relative humidity of the surrounding air. It is explained in greater detail in Section 5.—A. Humidification.

Humidification is probably the most positive means of preventing accumulations of static electricity but, in some cases, may not be feasible. Therefore, more dependence is generally placed on groundings. This subject is explained in greater detail in Section 5.—B. Bonding and Grounding, which contains many sketches showing different methods of accomplishing it.

Among the most recent developments in rubber technology, is the manufacture of conductive rubber, which differs from conventional rubber in its relatively low electrical resistance. This material can be furnished in forms suitable for flooring, matting, tubing, truck tires, table tops, belting, etc., which will drain off high voltage, low current electrical charges and prevent dangerous static discharges. The applications of this type of material have not been in service for long enough periods to warrant broad recommendations and it is suggested that where static hazards exist, the possible use of conductive rubber be carefully discussed with the rubber manufacturers in this field.

2. Theory of Static Electricity

STATIC electricity is commonly believed to be generated only by friction, and its original name, "frictional electricity," is still used to some extent. Experiments, however, have proven that static is generated not only by friction, but also by the bringing together and separating of unlike substances. For example: if a sheet of glass is coated with varnish and the varnish allowed to dry, the act of peeling the dried varnish coat-

ing from the sheet of glass will result in both substances being charged with static. In the case of a belt and pulley, the belief that static is generated by the slight slipping of the belt on the pulley has been disproved by substituting a loose pulley for one which is carrying a load. Under these conditions, although there is no slip between the belt and the pulley, as much static will be generated as with a pulley carrying a load.

It is not necessary to expand on any of the numerous theories which have been advanced on the generation of static, but to be content with the fact that under certain conditions it is generated and to stress the method of preventing its accumulation.

In Section 3, numerous cases are mentioned in which the presence of static is a hazard. Static is generated in many other places when its accumulation does not constitute a hazard; such cases are not mentioned in this pamphlet.

3. Processes Where Static Electricity Is a Hazard

A. Storage and handling of flammable liquids.

B. Protection against static caused by flow of liquids.

C. Protection against static due to other causes.

C. Transmission Machinery

STATIC electrical charges are generated on power transmission belts in four ways: (1) the friction of the belt on the pulley, (2) the separation of the belt from the pulley, (3) the flexing of the belt and (4) to a less extent by the friction of the atmosphere on the belt. On conveyor belts the charges are generated in addition by the friction of the conveyed material on the belt. If the machine is electrically grounded, a charge will remain only on the belt. If the machine is insulated from the ground, its potential will gradually build up as additional charges are generated on the pulley. The rate that the potential builds up on the machine depends upon such factors as the electrical capacity of the machine and the atmospheric conditions surrounding it.

Note: V-belts are less liable to produce static than flat belts but should be similarly protected.

The manifestations of static in connection with power transmission machinery are pronounced especially in connection with belts and pulleys. Very long sparks, in some cases as long as six inches, are often dis-

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HERE'S WHY:

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- 4 Do less damage to grain.
- 5 Wear on equipment is reduced due to smooth-flowing pulsations.
- 6 Load is confined within bucket without spillage.
- 7 No premature discharge over head pulley.
- 8 Load is discharged smoothly due to unique design.
- 9 Spraying action in head is eliminated.
- 10 They permit wide range of belt speeds without affecting efficiency.
- 11 Capacity increases of from 10% to 50% to even 100% are guaranteed.

With these facts before you it is evident that there is no substitute for "Nu-Hy's." They are made to improve efficiency in your bucket elevator leg and we guarantee them.

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SPACING POSSIBLE



"Nu-Hy" Buckets can be installed in your elevator without any belt or casing changes.

Send for capacity analysis form No. 76 which will enable us to make a case study of your operations.



charged. Such spark discharges in the presence of flammable materials are acute hazards.

Probably the most common method of preventing the large accumulation of static in connection with belts and pulleys has been to provide a grounded comb placed near the surface of the belt and designed to collect the static as it is formed.

Another very effective method of preventing the accumulation of static on belts and pulleys is to apply at frequent intervals a material which will make the surface of the belt a conductor of electricity. By doing this, the static which would otherwise accumulate on the belt is led to the pulley, which is grounded.

Materials for making the belt a conductor are listed in Section 5.—B. Bonding and Grounding.

If either combs or belt dressings are used, the pulley and the line shaft must be properly grounded, as explained in detail in Section 5.—B.

Bearings in line shafts, due to the oil film, are very often not of low enough electrical resistance to properly ground the shaft. In such cases, use must be made of grounded brushes or wipers on the shaft itself.

In many cases the static hazard in connection with belts and pulleys can be eliminated during the design of the plant and the selection of the equipment to be used. Individually driven units eliminate the belt and pulley hazard. Such installations frequently result in improved illumination.

Chain drives, used instead of belt drives, will eliminate the static hazard and are advised where possible.

Where belt drives must be used, the static hazard can be lessened by decreasing the speed of the belt and increasing the size of the pulley.

By referring to "Locations of Points of Contact on Belt in Static Electric Determination" and the attendant table, it will be seen that, with no charge at the point of contact between the belt and the pulley several thousand volts were built up on the belt itself.

In general the amount of static generated by belts is independent of the slippage of the belt on the pulley. Tests have, however, been made with loose, medium and tight belts and in each case the amount of static generated at various points has been found to be slightly different. This is shown in the following table taken from the book, entitled "Dust Explosions," by D. J. Price and H. H. Brown, published by the National Fire Protection Association.

Static Charges with Varying Tightness of Belt

| Operating condition of belt | | Magnitude of discharges at points | | | | | |
|-----------------------------|---------|-----------------------------------|--------|--------|--------|--------|----|
| | | A* | B | C | D | E | F† |
| Loose | Maximum | 0 | 27,500 | 29,750 | 29,500 | 19,500 | 0 |
| | Average | 0 | 24,800 | 27,600 | 28,200 | 18,800 | 0 |
| Medium Tight | Maximum | 0 | 23,500 | 25,500 | 25,500 | 17,350 | 0 |
| | Average | 0 | 20,800 | 24,800 | 24,800 | 17,200 | 0 |
| Normal Tight | Maximum | 0 | 17,250 | 19,500 | 19,500 | 19,500 | 0 |
| | Average | 0 | 16,600 | 17,400 | 18,000 | 16,200 | 0 |

*Boot pulley. †Head pulley.

Tests made to determine the polarity of static charges on belts show that the charge is usually but not always negative.

Idling pulleys and metal belt guards within a few feet of the belt should be grounded as outlined in Section 5.—B.

D. Fibres and Dusts

DUSTS and fibres, and equipment used in their processing, are electrified under certain conditions,

and where flammable this may constitute a hazard.

The electrostatic charges usually can be removed from processing equipment without much difficulty if the equipment is constructed of metal. It is very difficult, however, to remove the charge completely and safely from the non-conducting dust or fibre.

Probably the most effective method for eliminating static, in the processing of finely divided materials and fibres, is to maintain the humidity sufficiently high to prevent the accumulation of static charges. In many cases, however, this may be impractical, since the materials absorbing moisture from the air may have a deleterious effect on the products.

When it is impractical to humidify the air sufficiently, it is imperative that all metallic objects be electrically grounded. If the equipment consists of a number of metallic parts insulated from each other electrically by non-conductors, it is generally desirable to connect all metallic parts with heavy copper wire and ground the system with one common ground wire.

In the handling and processing of materials where dust is created or the finished product is finely divided, many different types of equipment are used. Satisfactory methods for electrically grounding the more common types of equipment are given below.

Aspirators

IN the centrifugal type, all metallic parts which include the cones, fan and rotor shafts, hopper, fan housing, and conveyors, should be electrically connected and grounded. In the gooseneck type aspirators, the conveyors, fan shaft and metal lining should be electrically connected and grounded.

Bins

METAL flour bins, feed bins, tempering bins or grain bins and metal thimbles or manholes in the

roof slab of concrete bins and metal gates or spouts at the bottom of such bins should be grounded.

In wooden bins, all metal in the form of lining, tie rods, ladders, gates or spouts or in any other form should be grounded.

Dust Collectors, Wind Trunking, and Blower Systems

STUDY of the origin of fires in blower systems has led to an inquiry as to whether charges of

static electricity of a magnitude capable of causing ignition may be generated in blower systems under operating conditions.

To obtain data relative to this problem tests were conducted by Underwriters' Laboratories, Inc., extending the work of earlier investigators by measuring the magnitude of static charges developed under conditions ordinarily occurring in blower systems.

Sheet-metal, asbestos-cement and wooden ducts of various sizes and lengths, some lined and some unlined, were employed in these tests.

From these tests it appears that air practically free from solid or liquid particles is not perceptibly electrified under conditions ordinarily obtaining in blower systems. If dust or lint is present in appreciable amounts, static charges of a magnitude capable of causing ignition by spark discharges may be generated. Voltages actually observed ranged from 100 to over 10,000. It was observed that within certain limits the static charge



"Mrs. Van Whelp wants to give the davenport bed a bit longer trial. Her relatives are staying another week."—Seng Book.

increased in magnitude with increase in the concentration of dust or lint, fineness of particles, velocity of air stream, and decrease in humidity.

Data obtained in the tests involving projection of a spray into the air stream, from a practical point of view were largely negative.

Blower systems for dust, lint, or vapor removal should be electrically grounded to prevent accumulation of dangerous static charges. Although grounding of the ducts cannot be depended upon under all circumstances to eliminate static electricity, if all joints of metal ducts are electrically bonded and the entire system is properly grounded, the static hazard will be minimized.

It will be noted that even when the metal ducts were electrically bonded and grounded, the dust discharged into the air carries a static charge, from which it appears that outlets of blower systems for removal of dust, lint, and vapor (containing solid or

SEED TIME

Spring time is seed time and the Good Book says "whatsoever a man soweth, that shall he also reap."

We all know that the farmer who plants good seed, gets a fine crop; that the youth whose fancy "lightly turns to thoughts of love" is too often apt to sow some wild oats; that the housewife who does her spring cleaning properly can really enjoy a restful summer.

What about you, Mr. Superintendent? Are you going to start off with a dirty, dusty house, or a clean, safe one? Being wise, you're going to have a "clean 'un" and you'll also remember that the H. H. Robertson Company is the outfit that will "do the job up right and proper."

ROBERTSON SAFETY VENTILATORS remove the more explosive fine dust from elevator legs by continuous gravity action.

They release pent-up gases and flames in case of an explosion. And they minimize the possibility of a secondary explosion by continuously venting gases and dust.

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liquid particles) should be located away from combustible material.

Explosions and fires attributed to static electricity in bag type collectors have been eliminated in some plants by sewing braided copper wires along the lengthwise seams of the bags and grounding the wires to the shell of the collector.

All sections of metal wind trunking, and all metal portions of wooden trunking should be bonded together and grounded. Special attention should be given to bonding around wooden joints in metal trunking.

Dust collectors of the metal type should be bonded to grounded trunking or otherwise grounded, and special attention should be given to bonding around wooden joints between metal sections of the collector.

The metal casing or metal drum of cloth dust collectors should be bonded to the metal frame and grounded. Conveyor worm, shafts and other metal parts should also be bonded to the frame. Frequently, metal drive chains will be found to be effective bonds between various metallic parts of the machine.

Cleaners

GRAIN cleaners of the all metal type usually require nothing more than the grounding of the frame to provide reasonable protection against static.

Cleaners of the metal clad type also require the grounding of the frame, but the machine should be checked to make certain that there is continuous metallic connection between the metal

type may be satisfactorily protected by bonding together all cylinder shafts and other metal parts, and grounding the system.

Conveyors

ALL parts of pneumatic conveying systems are usually of metal construction and may be readily grounded. Screw conveyors of the all metal box type may be readily grounded. In the wooden box type, both the metal lining and the worms should be grounded. The head and tail pulleys of belt conveyors, together with the idler pulleys, frames, and loading and discharge spouts should be grounded.

Driers, Fans

All metal parts of the drier should be electrically connected and thoroughly grounded.

All metal fans require no protective treatment except grounding. Wood case fans should have any metal parts bonded to the shaft and grounded.

Elevator Legs

IN metal elevator legs, head, boot, leg casings, head and boot pulleys and elevator cups should be grounded. All except the head pulley and the buckets may be grounded by attaching the ground wire to any portion of the exposed metal. Head pulleys may not have direct metallic contact with the metal head, and the head shaft should, therefore, be separately grounded.

In wood legs, it is important that the head and boot pulleys and the buckets be grounded, and where metal

is a possibility of sufficient belt slap to bring the buckets within flashing distance of the leg casing. The normally dusty atmosphere inside of the leg makes the occurrence of such sparks or flashes extremely dangerous, and it is probable that a surprising number of the frequent leg explosions have their origin in static sparks.

The first step in the protection of a leg is effective grounding. All-metal legs in concrete houses should be grounded. All spouting, shafting or other metallic material in the vicinity of the legs should be bonded to the leg.

The problem of grounding the buckets inside of the leg is the most difficult to solve. In some cases, boots are fed from the back or at a point near the bottom of the front side in such a manner that the buckets are entirely clear of the grain before the contact between the bucket bolts and the metal boot pulley is broken. In such cases, it is probable that any static accumulation on the buckets will be drained to the boot pulley. Where buckets do not emerge from the grain before contact between bolts and boot pulley is broken, there is danger of static on the buckets, and the problem is one of grounding the buckets continuously until they have emerged from the grain. In this connection, there is a possibility of aggravating the hazard by the attempt to eliminate it. As an illustration, a metallic roller or brush arranged to make contact with the buckets after they had left the face of the boot



covering of the frame and the screens, eccentric shaft, fan shaft or other parts.

In the case of wooden cleaners, all of the metal parts which are exposed to contact with belts, stock or dust laden air should be bonded and grounded. Bonds may be satisfactorily applied to shafts simply by making a connection to one bearing on each shaft. Fan casings and other fixed sheet metal parts should have their bonds securely attached by means of screws or bolts. Bonds for the screens and other movable parts should be connected together and bonded to the stationary metal parts through eccentric connecting rods or metal sieve supports. Where metal scrapers are used, they often provide a convenient means for making a bonding connection to the screens.

Cylinder cleaners of the wood frame

heads or boots are used in connection with wood (or concrete) legs, such metal parts should be grounded also.

Elevator legs present some of the most difficult problems of grounding found in a grain handling plant, and probably involve some of the greatest static hazards. Grain discharged into the boot may be highly charged from friction on belt conveyors or in spouting, and this charge may be accumulated on the metal buckets as the grain is scooped up. The buckets are insulated by the cup belt, and may carry their charges all the way up to the head pulley. If the head pulley is lagged, the charge on the buckets may be increased by belt friction, and carried down the back leg until the buckets come within flashing distance of the metal boot pulley. Anywhere in the course of travel of the buckets in the legs, there

pulley might cause a static spark or flash at the approach of each bucket, and such sparks at a point where dust is normally in suspension would be highly dangerous. Any arrangement for grounding the buckets must make contact with the buckets before they leave the face of the boot pulley, and must maintain continuous contact until the buckets are entirely clear of the grain. A similar arrangement is also necessary at the head pulley.

It has been suggested that the hazard of static accumulation on elevator buckets can be eliminated by bonding all of the buckets together, and making certain that the boot pulley is grounded. Light flexible woven copper ribbon may be used for bonding, and may be installed simply by loosening the bucket bolts, stretching the ribbon along the belt under each bucket, and then tightening the bucket

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BOARD OF TRADE

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Twelfth Annual Convention, Minneapolis (June 9 to 11)

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| Suites, consisting of parlor and one bedroom per day..... | 8.00— | 10.00— | 12.00— | 15.00— | 20.00 |
| Suites, exhibit | 10.00— | 12.00— | 15.00— | 20.00— | 30.00 |

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April, 1941

BUSINESS REPLY CARD

No Postage Stamp Necessary if Mailed in the United States

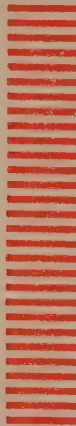
2c POSTAGE WILL BE PAID BY

“GRAIN”

141 W. JACKSON BLVD.,

BOARD OF TRADE

CHICAGO, ILL.



Mail This Card for Further Information on:

☐ Minimizing Dust Explosion Losses and Maintenance Labor

☐ Waterproofing and Concrete Restoration

☐ Increasing Elevating Capacities

☐ Fumigation Information

☐ Diffusing Explosion Blasts and Replacement Pressures

☐ Temperature Control Device

☐ Removing Tramp Iron Dangers

☐ My Birthday is _____

☐ Please Change My Address to: _____

☐ Send Bill for Subscription

Name and Title _____

Street and City _____

Elevator _____

Firm _____

I want to buy: }
Suggestions, Comments }

bolts again. Care should be taken to make sure that all of the buckets make contact with the ribbon, and that the ribbon is continuous throughout the length of the belt. Continuous grounding of all of the buckets is thus maintained through contact between successive bucket bolts and the boot pulley.

Scales

ALL metal automatic scales can be grounded through the frame. Hopper scales with metal hoppers may usually be grounded through the metal frame. In the case of a wooden hopper, all metallic parts should be electrically connected and the system grounded.

Spouts

METAL spouting is usually connected to metal elevator legs or metal conveyors in such a manner that the various sections of spout are bonded and grounded, but this should be checked. Where there are joints of wood or other insulating material in metal spouting, suitable bonds should be placed around such joints.

Wood spouting is usually lined with metal, and this lining broken at joints or angles in the spouts or at connections to machinery. Such isolated sections of metal lining may accumulate dangerous static charges, and it is very important that they be bonded and grounded.

When new spouting is being installed, and often in old spouting, the sections of lining may be connected together with metal strips. Where this cannot be done conveniently, nails to which bond wires are attached may be driven through spout and lining and tightly clinched against the lining on the inside. At least two nails should be used for each such bonding connection, and the bond wire should be wrapped around each nail at least twice before the nail is driven down tight. Narrow copper ribbons applied in this manner on the outside of the spouts will prove convenient as bonding conductors. In some cases, it will be found possible to stretch a copper wire through the inside of the spout in such a manner that contact is made with each section of lining, but this method is not recommended for general use because of the difficulty of maintaining permanent connection.

6. Instruments for Detecting, Measuring and Recording Static

A. Electrostatic Voltmeter.

The ordinary voltmeter designed for measuring voltages of an electrical circuit is not suitable for measuring the voltage of a static charge. For this purpose a reliable electrostatic voltmeter must be used.

One electrometer or electrostatic voltmeter has been successfully used when calibrated to 10,000 or 50,000 volts. Although the calibration varies to some extent when the instruments are moved, they have been found to be sufficiently accurate for most electrostatic voltage determinations.

Another consists of a needle system



"EXPERIENCE

IS A GREAT TEACHER"

—with which DAY engineers, installation crews and manufacturing forces have constant nation-wide contact. Many cases such as the one cited below prove it *pays* to use DAY service.

Storage Elevator Dust System

One designer specified two 50 H.P. motors for this application. Day engineers, using the more efficient Dual-Clones and an improved layout, accomplished better results with a single 40 H.P. motor. The Day System effected a saving of 60 H.P. in operating load.

An improperly designed piping layout with a cyclone dust collector was exhausting 16,000 C. F. M. Using the same fan and motor unit, a Day designed system with Dual-Clone Collector exhausted 30,000 C. F. M. —an increase in efficiency of 87½ per cent.

Exhaust Fans have maximum efficiencies of from 48 per cent to 70 per cent. Unless correctly applied, fan efficiencies may be much less than their rated maximums.

A Day representative can often correct faulty installations, and increase operating effectiveness.

Poor dust control, insufficient aspiration, and high operating costs of systems are commonly joint offenses resulting from errors in design and installation.



Saving of 60 H.P. in Operating Load



In Canada, The Day Company of Canada, Ltd.

with the needle moving over a graduated scale so arranged that the operator may arrest the movement of the oscillating needle without waiting for it to come to rest by natural damping. The voltmeter scale is graduated in equal divisions which, together with the calibration curve which accompanies the instrument, gives the static voltage. This type is available for a range up to 5,000 or 10,000 volts.

B. Neon Tube Testers.

Probably the most satisfactory portable, and inexpensive instrument for detecting the presence of static electricity in manufacturing plants is the neon tube tester commonly used for testing automobile spark plugs. It consists of a small glass tube containing rarefied neon gas into which the two electrodes extend. The electrodes are protected by suitable resistors built into the equipment itself. The neon tube glows when one lead is brought into contact with a body charged with static whether or not the other lead is grounded. It is sensitive enough to glow when held in the hand of a person walking over a high-pile rug in a dry atmosphere when one of the leads is grounded or is brought into contact with a conducting material.

In order to test for static at any given location, one method is to touch one of the leads with the hand and to hold the other lead in close proximity to the suspected equipment or material. A glow in the neon tube tester indicates the presence of static. The amount of the charge cannot be determined by the neon tube tester alone.

The use of this type of tester may be hazardous at some locations where explosive dusts or flammable vapors are present, since the static spark may jump from the object containing an accumulation of static to the lead of the tester or the operator. Therefore, discrimination should be used when making tests.

Other sections of this forthcoming set of regulations of interest to grain processors includes: bran dusters, grinders, middlings mills, mixers, packers, purifiers, reels, revolving screens and bolters, scourers and polishers, sifters, pipe lines, non-conductive rubber hose, tank cars, barrels, drums, containers, safety cans, platform scales and weigh tanks, discharge of gases and vapors, underground storage tanks, pumps, and the human body as a static carrier. Copies are available to members of the Superintendents' Society by writing to N.F.P.A. headquarters.

KANSAS CITY STORAGE CAPACITY

TOTAL storage for Kansas City is: 16 regular elevators—45,280,000; 16 private elevators—4,437,000; 9 mills—12,465,000; total—62,182,000 bushels.—Kansas City Board of Trade Yearbook.

What About the Grain Storage Situation?

FLOODS of grain are due to move in on the terminal and sub-terminal elevators, and solving the problem of adequate storage of these mountains of food products will be no small job.

The actual commodity situation is this: the 1940-41 crop is estimated at 1,099 million bushels of wheat plus a carry-over of 385 million bushels on July 1, 1941, and the 1941-42 crop is figured at 1,200 million bushels with the carry-over reaching 525 million bushels.

As most of the grain crop is sent to a few primary markets, it is evident that adequacy of terminal facilities at these points is of great importance. Export markets are for the time being closed, or of little significance, and domestic consumption cannot take up all the slack—so more efficient utilization and also expansion of present facilities are absolutely necessary to handle the situation.

We Figure 770 Million Total

FORTY-FOUR markets recently reported 415,175,000 bushels storage capacity for hire. We figure, however, this is only a little over one-half of the total available storage as many elevators are divided or devoted to private, semi-public, or processing uses in addition to the omission of such points as Salina, Wellington, Dodge City, Topeka, Leavenworth, Atchison, Kansas; Lincoln, Fremont, Central City, Nebraska; Dallas, Wichita Falls, Texas; and scores of other terminal and sub-terminal points.

The total operating capacity of mills is 193,311,809 bushels. All country elevators, warehouses, and interior mills show an approximate capacity of 536 million bushels (Agricultural Marketing Service). From these figures it is evident that the burden of the new crop load will fall on the terminals and sub-terminals, but these plants even now are more fully utilized than any other type of warehousing. Exclusive of coastal and gulf port storage which is much lower, terminal capacity is 76.25% utilized.

Quarter Million Each War Year

PERHAPS the only way out for the terminal storage operators is the creation of new space and that will have to amount to around 250,000,000 bushels capacity. In fact, this trend is already reflected by the 40,000,000 bushels of new construction under way, to say nothing of half again that much "on the boards."

Peculiar in their effect on present building programs have been the two threats hanging over the head of the grain handling industry. One of these, the danger of government com-

petition in the form of steel bins, has been removed by government promise to fully utilize commercial storage before using steel bins. Certificates of necessity, which allow the operator to deduct 20% of construction cost each year for tax purposes, have also been granted along with priorities and certificates-of-non-reimbursement. The last named being protection to the operator if he should come under a "contract with the United States" and have his amortization questioned.

The other threat, which rises from overcoming of the first, is that of over-expansion—to be met only by courageous, far-sighted operators with the hope that tomorrow may see greatly increased commercial uses for grain and grain products in export fields, plastics, chemicals, and even alloys. Then, too many old plants cost far too much to operate and the demolishment after "the emergency" might even things up again.

9,000 COUNTRY ELEVATORS IN U. S.

NINE thousand seventy country grain elevators was all the Bureau of Census, U. S. Department of Commerce could locate in their preliminary wholesale trade summary for 1939, recently released. Of this number 3,188 were independent elevators, 4,041 were line houses, and 1,841 were co-ops.

Comparison with the years 1935 and 1929, respectively, shows that the 9,070 figure increased from 8,462 in '35 and 8,134 in '29. Sales for the three years were: \$702,000,000, \$600,000,000, and \$987,000,000, respectively. The independent elevators accounted for \$276,000,000, or 39.3 percent of the total, followed by lines with 32.8 percent (mostly grain), and the co-ops with 27.9 percent.

3,021 proprietors ran their own businesses in 1939 against 2,751 in 1935—250 less—though there were 600 fewer elevators. 21,136 employees (slightly more than two per elevator) received \$20,000,000 in payroll in '39, compared with 16,164 (less than two per elevator) who took \$15,000,000 in '35, and 13,607 (one and three-quarters per elevator) who got \$18,500,000 in '29.

Kansas, North Dakota, Illinois, Minnesota, Iowa, Nebraska, South Dakota, Oklahoma, Montana, and Indiana ranked in the number of houses in the order named.

We think when the state association secretaries hold their next conference and compare notes there will be some scowls registered, particularly in face of the Federal Trade Commission's report of several years ago showing 20,000 elevators, 8,000 warehouses, and 2,000 large terminal, sub-terminal and processing plant elevators.

Some Answers to **INSECT and GRAIN FUMIGATION QUESTIONS**

Often Asked

Question: How well do heavier-than-air fumigants penetrate grain?

ANSWER: Extensive investigation has shown that downward penetration in bins up to 100 feet in depth is rapid and uniform unless such factors as excessive heating or dockage offer interference. Sideward diffusion is much slower and less certain. Hence, successful stationary fumigation depends on application of dosage over the entire grain surface.

Question: What is the lesser grain borer?

ANSWER: A World War "importation" from Australia, this insect has become increasingly prevalent in the Southwest. Chocolate-brown in color and about the size of the rice weevil, elevator men claim it heats and bores grain worse. They also believe it more resistant to fumigation, probably attributable to severe conditions found in many typical infestations.

Question: Is fumigation of sacked grain on warehouse floors practical?

ANSWER: Not unless—by the use of tarpaulins—the resulting gas may be effectively confined to the sacks being treated. In practice this is seldom accomplished. Otherwise, gas concentrations tend to dissipate into the surrounding air unless enough dosage for the entire enclosed space is provided—an alternative usually considered too costly.



Anyone wishing more detailed information on these or other subjects related to grain fumigation is invited to write us. Questioners will not be subjected to sales arguments, but will receive honest answers within the limits of our information.

WEEVIL-CIDE

THE DEPENDABLE GRAIN FUMIGANT

Manufactured by

The Weevil-Cide Company

1110 Hickory

Kansas City, Mo.



MARCH CARLOADINGS

CARS of grain unloaded for export at North Atlantic ports in March this year totaled 5,237, compared with 5,776 in the same month last year. Movements through Gulf ports this year totaled 135 cars compared with 414 cars in March last year, and through Pacific ports this year, 196, compared with 318 cars in March last year.

CARLOADINGS OF GRAIN

FOR the week ending April 12, 33,696 cars were loaded with grain and grain products. This was an increase of 2,500 cars above the same week last year and 2,768 above the corresponding week in 1939.

Boxcars have also begun moving from the South and East back to the West in preparation for the winter wheat harvest. No cars will be made available this year unless there are assurances that they can be immediately unloaded at points of destination.

CORN GRIND

ELEVEN refiners of starches, syrups, sugars and other derivatives of corn reported 7,799,561 bushels ground for the month of March, 1940. This compares with 6,486,805 last month.

LINSEED OIL PRODUCTION UP 131%

THIRTY flaxseed crushing mills crushed 286,377 tons of flaxseed to produce 196,281,000 lbs. linseed oil during the first quarter of 1941. This production is 131% of production during the corresponding 1940 quarter when 25 mills produced 150,197,000 lbs. of linseed oil.

STORM CAUSES BIG LOSS IN DULUTH

THE storm of March 16th ripped the roof off elevator G of the Consolidated Elevator Company, exposing approximately 1,000,000 bushels of wheat. Repairs are estimated at \$15,000.

First Boat of Season to Arrive at Duluth

THE "W. G. Mather" reached Duluth on April 8th, followed in a few minutes by the "Pontiac." Three other freighters were reported on their way through the ice field. Tugs will be employed in the harbor to cut paths through the slips and docks and the general movement of steamers is expected by April 15 when regular insurance rates become effective.

INCREASE IN CORN LOAN TOTAL

TWO and three-quarter million bushels of corn moved into the 1940 loan during the week of April 7-12, bringing the total for the season on April 12, 1941, to 101,003 loans aggregating 95,324,254 bushels and valued at \$58,081,130.50.

REPAYMENTS ON CCC LOANS

APPROXIMATELY 257,000,000 bushels of wheat remain under loan for the 1940 season. Twenty-one million bushels have been repayed and of this 17,000,000 bushels have been in warehouse storage and 4,000,000 from farm storage.

GRAIN PRICES COMPARATIVELY GOOD

EARLY this month wheat prices reached the highest level since May 14, 1940. Prices throughout April have been only slightly below the high point. Factor tending to raise the price is the possibility of an increase on loan rates for the new wheat crop. Feed grain prices have risen and record stocks of corn and above average stocks of oats are reported.

PRICE PEG ANNOUNCED

THE Government will go into the commodity markets and buy enough of products to keep prices at desired levels. This step was made to assure ample supplies of foods for the United States and friendly nations.

BEST SINCE '32 IN OKLAHOMA

SOIL and moisture conditions in Oklahoma are generally in better shape than since 1932. Wheat is in splendid shape, but oats, spring barley and corn were planted late because of the tardiness of the season.

GOOD CROP WEATHER IN ILLINOIS

WITH the recent rains building up subsoil moisture, there is an excellent prospect for good small grain crops this season in Illinois. Oats are almost all seeded and everything is pretty well greened up.—W. E. Culbertson, Secretary, Illinois Grain Dealers Ass'n.

LOW AUSTRALIAN CROP

DROUTH hit Australia's wheat crop a stiff blow this year. Crop estimates are 83,970,000 bushels as compared with 210,283,000 bushels last year.

REVISION OF SOYBEAN STANDARDS

CHANGES in the official grain standards of the United States for soybeans are under discussion. Moisture content and split soybeans as grading factors and the adoption of a dockage system are the topics that may be revised. Copies of the revised standards for soybeans may be obtained from Agricultural Marketing Service, Washington, D. C.

FUTURES TRADING INCREASES

TRADING in futures on the Chicago Board of Trade increased 56% over February, although still behind the March, 1940, trading. Totals for March were 495,831,000 bushels; wheat accounted for 351,780,000 bushels, an increase of 60 percent compared with February; corn, 55,584,000 bushels, an increase of 31 percent; oats, 10,590,000 bushels, an increase of 47 percent; rye, 12,207,000 bushels, an increase of 95 percent; and soybeans, 65,670,000 bushels, an increase of 56 percent.

A Large New Crop is on the Way Install the Scientific Watchman NOW

because it

Saves Grain

Saves Machinery

Saves Money

Saves Worry

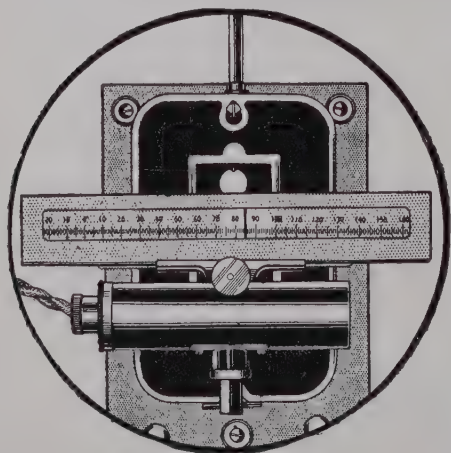
Saves Shrinkage

Saves its cost quickly

Investigate this Money-Saving System today. Write

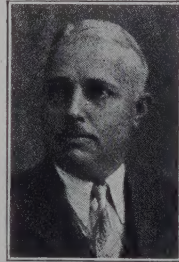
ZELENY THERMOMETER COMPANY

9 South Clinton Street, Chicago, Illinois



21 Tons Annually!

ONE HUNDRED and forty pounds of ferrous material removed from incoming grain in a single day! No iron fragments filter past such sentinels? The sentinels? They are two rectangular, suspension-type Dings electro-magnets that hang over the receiving conveyor belts—one from the car dump, the other from the truck dump—at the new Calumet Elevator in Chicago. They are the most spectacular of the many new safety and efficiency devices installed in this ultra-modern plant.



Super Wm. Gassler

The beginning of the story goes back to two years ago on May 11, 1939, when a blasting, roaring holocaust practically razed five of Chicago's larger terminal elevators. Since then a new 2,850,000 bushel elevator has been built on the same site of the old Calumet Elevator A, where the fire started. The Chesapeake & Ohio Railroad, owners, and Rosenbaum Brothers, operators, determined to do everything humanly possible to prevent a repetition of the disaster. It is sufficient to say that they did.

Spark-proof electrical connections, central power station, synchronous motors, modern dust collecting system, automatic car dumper, magnetic separators—these and many others combine the research and service of modern science for one purpose—creation of a clean, safe and smoothly functioning terminal elevator.

No bolt will strike a spark against the concrete walls of the "Calumet" now. Every inch of the belts is covered by the 24 and 42 inch magnets. No dust, no static! There's a Superintendents Utopia in South Chicago, and we'll bet our last pair of pants, without coppering, that it'll be there for a long time to come!

What the world needs most today are new ideas—new things to make jobs to put men to work. One of these days we are going to discover some new fundamental facts which will keep us industrially busy for years—
C. F. Kettering.



with DINGS MAGNETS!

ELEVATOR superintendents and owners are giving thought these days to means of preventing sabotage. But fences and guards won't keep out one of your deadliest enemies—IRON.

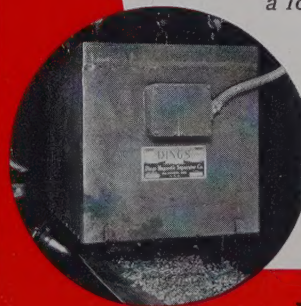
Iron, in the form of nuts, bolts, railroad spikes, tools, broken parts of machinery and other miscellaneous pieces, can and does cause sparks. You know what that means—one spark in the right place and the house is a goner!

But, now you can stop this iron with the new Dings High Intensity Electro-Magnet specially designed for elevator installations. Calumet Elevator, Chicago, is doing it—removing 25 lbs. of junk a day from the incoming grain. Others will follow soon.

Are you going to be safeguarded against IRON, the DEADLY SABOTEUR?

Write today for complete details and present the story to the owners.

You'll feel a lot safer—you'll BE a lot safer!



**DINGS MAGNETIC
SEPARATOR CO.
705 Smith St.
Milwaukee, Wis.**

World's Largest
Exclusive Builder
of Magnetic Equipment

Dings
MAGNETIC
SEPARATION **HIGH
INTENSITY**

Venting-Suction Code Up for Adoption

THE newly proposed venting and suction regulations previously referred to (copies of which are available from "GRAIN") will be presented for final adoption before the forthcoming annual convention of the parent National Fire Protection Association meeting at the Royal York Hotel in Toronto, May 12-16. This report will be presented Friday morning.

Suggested good practice requirements for the application of suction and for venting prepared with the co-operation of the Terminal Grain Weighmasters' Association, will be proposed to remove the fine floating dust which has been responsible for many elevator explosions, with suitable safeguards to prevent removing actual grain. Removing this fine dust, the committee finds, will have only a negligible effect on weights and will be a major step in eliminating the explosion hazard.

Safety Meeting

THE Midwest Safety Conference is scheduled for May 6-8th at the Sherman Hotel, Chicago, according to announcement of the National Safety Council. Several thousand delegates from surrounding states are expected. All readers of "Grain" are particularly urged to attend.

Roy Rollins, A. E. Staley Mfg. Co., Decatur, Ill., and A. L. Brown, Post Products Division, General Foods Corp., Battle Creek, are two of the many speakers to be heard.

During this conference the Food Section of the National Safety Council will hold its "open" executive meeting for planning their activities at the

October 6-10th Congress and correlating their activities for the balance of the year.

NFPA to Toronto May 12-16

THE National Fire Protection Association will hold its annual convention at the Royal York Hotel, Toronto, on May 12-16. Two important matters to the grain handling and processing interests, the venting-suction code, and the grounding of legs for static, are to be voted upon as completed reports. All who can conveniently attend are urged to do so.



"Whistle while you work—but the 4:30 whistle is not the most important time of the day."

Kansas City Elects

THE K. C. "Blitzmen" held their 43rd regular meeting on April 15th and elected the following officers for the coming year.

President: William E. Deegan, Assistant Superintendent, Continental Grain Company.

First Vice-President: Wilbur Holte, Assistant Superintendent, Cargill, Inc.

Second Vice-President: Harley

Hickson, Superintendent, Continental Grain Company.

Secretary: C. W. Winslow, Superintendent, Norris Grain Company.

Directors: Chairman, Eric Matson, Superintendent, Cargill, Inc.; Claude Darbe, Assistant Superintendent, Simonds-Shields-Theis Grain Co.; Guy Ferguson, Assistant Superintendent, Uhlmann Grain Co.; William J. Rice, Superintendent, Standard Milling Co.; Hugh King, Superintendent, Scoular-Bishop Grain Co.; O. B. Duncan, Superintendent, Salina Terminal Elevator Co.

All members stood and took oath that they would assist the officers and directors in every way possible for the betterment of their Society. The officers then took oath that they would perform the duties of the coming year to the best of their ability.

Following this, Mr. E. A. Miller, Editor of the Olatha (Kan.) News and well-known humorist, provided some most refreshing and novel entertainment.

Hold Drying Clinic

AT their April meeting the Chicago Superintendents Chapter held a clinic on drying. Presiding Vice-President Lou Ambler, Glidden Company, reiterated some of the difficulties they had experienced with drying capacities after they placed a screen over their exhaust to avoid showering the neighborhood with hulls and dust. He also read their figures on the inconsistent results experienced with this year's crop, due presumably to the rains at harvest time which resulted in the beans starting to grow again—hence they were really immature when harvested.

Frank Crombie, Continental Grain Company, experienced some trouble with the distribution of his heat, having to switch from continuous to dump lots to partially overcome this unevenness.

William H. Gassler, Rosenbaum Brothers, related the deceit of moisture tests with this year's corn and beans—the moisture apparently being in the outer layers.

Gordon Laugen, Archer-Daniels-Midland Company, mixed cars of lower moisture content with the exceptionally high moisture cars to facilitate drying—the wet beans being almost like so much corn in the "milk."

Bryce Hess, Hess Warming & Ventilating Company, told of different variable factors previously successfully employed; and Ed Escher, Screw Conveyor Corp., Hammond, related different practices prevalent in the brewers' and distillers' dried grain fields.

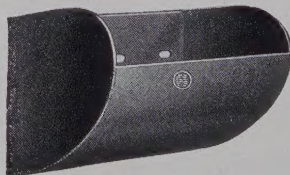
The discussion carried on well after ten o'clock. Instead of going to Champaign, Ill., to visit a soybean plant next month, the Chapter will hold a Pre-Convention rally and business meeting on May 20th.

CALUMET CUP

MOST EFFICIENT AND FASTEST ELEVATING CUP IN THE MARKET.

RECOMMENDED FOR
GRAIN ELEVATORS — FEED
PLANTS — SOYA BEAN
PLANTS — MALT HOUSES —
BREWERIES — SEED PLANTS.

FLOUR MILLS AND FEED MILLS — USE
OUR VENTED BUCKETS FOR HANDLING
FLOUR AND SOFT FEEDS.



U. S. Pat. 1944932



B. I. WELLER

SOLE OWNERS of the patent and
SOLE Licensed Manufacturers in the
U. S. under this patent.

220 W. Chicago Ave., East Chicago, Ind. 327 S. La Salle St., Chicago, Ill.

THE STRONG-SCOTT MFG. CO., LTD.
Toronto WINNIPEG Calgary
Licensed Manufacturers for the Dominion of Canada

R. R. HOWELL & CO.,
Minneapolis, Minn.
Northwest Distributors

New Members Swelling Ranks

NEW members joining the Superintendents' Society have swelled the ranks of that progressive association to a point where Membership Number 500 may possibly be issued before their Minneapolis convention—June 9-11. At least Oscar Regnier, Assistant Superintendent of Continental Grain Company's Chicago plant, is getting Number 473, according to the records. F. A. Jost, Jr., Gerstenberg & Company, Chicago; T. L. Musser, Western Stevedoring Company, Erie, Pa., and Ray Finley, Grange League Federation, Buffalo, are among the newest.

Last year the Society was fortunate in acquiring 67 fine new members. So far this year this excellent group has been cordially welcomed into their body—with six weeks yet to go before the convention. And, 'tis said, this pre-convention period witnesses more gain than much of the balance of the year. This might be particularly true in face of a three-cornered feud reported brewing between the Minneapolis, Kansas City and Chicago Chapters of this active association. We'll report to you later. In the meantime we are happy to present on behalf of the Society their outstanding newest members joining since the last convention in Toronto:

- 452 Robert R. Bredt, Fruen Milling Co., Minneapolis;
- 453 James H. McConnell, Cereal Engineering Co., Minneapolis;
- 454 William A. Thomson, Jr., President, Thomson Grain Elevator Co., Louisville;
- 455 Cornelius H. Halsted, Washburn-Crosby Co., Buffalo;
- 456 N. E. Heels, Manager, Great Lakes Elevator Co., Ltd., Owen Sound, Ont.;
- 457 W. H. Cowan, Plant Manager, Maple Leaf Milling Co., Port Colborne, Ont.;
- 458 John H. Lyle, Ralston-Purina Co., Buffalo;
- 459 Herbert R. Kampert, Jr., Swift & Co., Champaign, Ill.;
- 460 John Goetzinger, Rosenbaum Brothers, Omaha;
- 461 Paul Schisler, W. S. Nott Co., Minneapolis;
- 462 John Murison, Goderich Elevator & Transit Co., Goderich, Ont.;
- 463 A. C. Renner, Norris Grain Co., Kansas City;
- 464 Tom Opie, Opie Brush Co., Kansas City;
- 465 F. H. N. Carter, Buhler Brothers, New York City;
- 466 John Long, Columbia Malting Company, Chicago;
- 467 Walter Myers, Stratton Grain Company, Schneider, Ind.;
- 468 Ray Finley, Grange League Federation, Buffalo;
- 469 T. L. Musser, Western Stevedoring Company, Erie, Pa.;
- 470 Robert W. De Bolt, F. H. Ayer Mfg. Co., Chicago Heights, Ill.;

- 471 F. A. Jost, Jr., Gestenberg & Company, Chicago;
- 472 A. P. Jurgens, A. P. Jurgens Co., Minneapolis, and
- 473 Oscar Regnier, Assistant Superintendent, Continental Grain Company, Chicago.

Many Old Timers Back in Fold

"AND here are those stalwart Supers who have wisely reinstated their memberships in their technical association since the Toronto convention," reports H. L. Heinrichson, Terminal Grain Corp., Sioux City, Society Vice President in charge of Membership. "We hope you all will see them all at Minneapolis on June 9-11th."

- 295 Francois X. Ouellet, National Harbors Board, Quebec;
- 340 Ken Miller, Canadian Pacific Ry., West St., Johns, N. B.;
- 290 John Belanger, Manitoba Pool Elevators, Ltd., Fort William;
- 289 Clarence S. Maxwell, Manitoba Pool Elevators, Ltd., Fort William;
- 396 Edward E. Frauenheim, Jr., Buffalo Forwarding Corp., Buffalo;
- 79 Rudolph Prinz, Rahr Malting Co., Manitowoc, Wis.;
- 245 Peter E. Johnson, Van Dusen-Harrington Co., Minneapolis;
- 358 Frank J. McDermott, Rodney Milling Co., Kansas City;
- 407 Milton N. Martin, Vitality Mills, Chicago, and
- 409 John Voelzke, Archer-Daniels-Midland Co., Milwaukee.
- 406 Ralph A. Wilson, A. E. Staley Mfg. Co., Richmond, O.;
- 81 Arthur Keenan, U. S. Rubber Co., Chicago, and
- 202 John Hall, Morris Mills, Inc., Chicago.

Chapter Feud a 'Comin'

EVERY year about this time we invariably hear rumblings and mumblings of something about to pop. It worried us at first, but now we always want a front row seat. When the competitive standings between Chapters of the Society become known, as they usually are just before convention time—for anyone can figure them, then noises start bursting.

We've peeked into the records and so far as we can determine from snatch-glances this is about the way it lines up:

Chicago brought in six new members, reinstated three; total nine.

Kansas City, Minneapolis, and Buffalo each welcomed two new members and reinstated one; total of three apiece.

Non-Chapter membership were increased by one new and three reinstatements; a total of four.

One new Canadian member joined, two reinstated; total three.

Fort William-Port Arthur brought back two older members, whereas Omaha captured one new one.

Fight it out, boys. We'll find out at Minneapolis who is coming out on top. Kansas City took back a beautiful gavel as their award of recognition last year. Who'll get it this year? Somebody's reputation and honor is at stake, but we'll soon know whose.

Alger, Poulton, Lead Contest

C. J. ALGER, Corn Products Refining Company, President of the Chicago Chapter, still holds the lead in obtaining new members for the Supers' Society. This is evidenced by the lead the Chicago Chapter also has over others.

Percy Poulton, N. M. Paterson & Co., Ltd., Fort William, National President of the Association, so far is in second place, but here are all of the successive figures, which promise to become increasingly interesting as convention time approaches:

- 2 T. C. Manning, Uhlmann Grain Co., No. Kansas City;
- 1 James MacKenzie, Three Rivers (Que.), Grain & Elevator Co.;
- 1 Henry Richardson, Richardson Scale Co., Clifton, N. J.;
- 1 Jack Smith, Sarnia Elevator Co., Sarnia;
- 1 Norman Boadway, Collingwood Terminals, Ltd., Collingwood;
- 2 Fred Sibbald, Grand Trunk Pacific Elevator Co., Ltd., Ft. William;
- 1 Jim Shaw, Canadian Pacific Ry., Port McNicoll;
- 1 Ed Frauenheim, Buffalo Forwarding Corp., Buffalo;
- 1 Earl R. Evans, Evans Elevator Co., Champaign, Ill.;
- 1 Henry Korn, Superior Elevator & Forwarding Corp., Buffalo;
- 1 F. Maynard Losie, Hallet & Carey Co., Minneapolis;
- 3 Percy C. Poulton, N. M. Paterson & Co., Ltd., Ft. William;
- 7 C. J. Alger, Corn Products Refining Co., Argo, Ill.;
- 1 Harley J. Hixson, Continental Grain Co., Kansas City;
- 1 Paul Christensen, Van Dusen-Harrington Co., Minneapolis;
- 1 Peyton A. Kier, Standard Milling Co., Kansas City;
- 1 Harold C. Wilber, A. E. Staley Mfg. Co., Decatur, Ill.;
- 1 E. A. Josephson, Albert Schwill & Co., Chicago;
- 1 Arnold Myers, Stratton Grain Co., Chicago;
- 1 Paul Naehner, B. F. Gump Co., Chicago;
- 1 Lou Rendell, Pratt Food Co., Hammond;
- 1 Lou Ambler, Glidden Co., Chicago;
- 1 Vin Shea, Van Dusen-Harrington Co., Minneapolis, and
- 1 Frank Crombie, Continental Grain Co., Chicago.



The Business of Making Business Business-like

STOP and consider what would happen to America's defense efforts if the thousands of commercial, vocational and professional associations were suddenly dissolved. Such a calamity would ruin even "business as usual"!

The cessation of communication, the stagnation of unchallenged and therefore undeveloped ideas, the inaccessibility of statistical information, the resultant duplication and waste of effort would be stupendous and devastating.

Twenty-two years ago the American railroads were so bottled up, clogged and congested that the government had to step in to save the country's transport system. Today the Association of American Railroads, which came into existence since then, can definitely announce that the railways of America are ready for an even huger load than is expected of them. They are organized to work efficiently, safely and swiftly. That is just one example. Scores of hundreds of other groups, though not so large, are doing the same thing in their field. Quietly, sometimes unappreciated, and often with great difficulty, because of the shortsightedness of some who should be helping them, these progressive organizations bring about otherwise unachievable ends.

The Society of Grain Elevator Superintendents recently issued copies of the proposed code for Suction and Venting to Control Dust in Grain Elevators and Storage Units. This code practically amounts to the final step toward removing the stigma that has rested over the terminal and sub-terminal grain handling industry for all these long years, the blemish of the worst safety record of any major industry of its type! It is doubtful that anything at all would have been done if an organized effort had not been made.

One thing is wrong with the picture, however. Not every Superintendent who will benefit from the work of this Society has contributed something to it. That is not Americanism, nor is it good sportsmanship. It is a patriotic duty and a business necessity for everyone to do his share. Slackers are out! If you are a member—work harder. If you are not a member—become one. You'll have the opportunity of your life to bring yourself out of the doldrums and contribute to the progress of your profession by coming to the Minneapolis Convention this summer, June 9-11. Send your \$10 membership dues now to

SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS

Board of Trade

Chicago, Ill.